





# THE CHINA MAIL.

## Mails.

### NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
SOLONG, ADEK, SOEZ,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 13th July,  
1892, at Noon, the Company's S.S.  
CALÉDONIEN, Commandant CHEVALIER,  
with MAILS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Species will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until 4  
p.m., Species and Parcels until 3 p.m., on the  
12th July, 1892. (Parcels are not  
to be sent on board; they must be sent to  
the Agency's Office.)

Consent and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, June 29, 1892. 1146

Occidental & Oriental Steam-  
Ship Company.

TAKEING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STRAITS.

PROPOSED SAILINGS FROM HONGKONG.  
SAILING, SATURDAY, July 30.  
SAILING, THURSDAY, Sept. 20.

THE Steamship GALLIO will be  
despatched for San Francisco, via  
Yokohama, on SATURDAY, 30th July, at  
1 p.m., connection being made at Yokohama  
with Steamers from Shanghai and  
Japan Ports.

RATES OF PASSAGE.  
From Hongkong, First Class,  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Town-  
send, Seattle, Tacoma, Port-  
land, O. .... \$225.00

To Liverpool and London ..... \$325.00  
To Paris and Bremen ..... \$345.00  
To Havre and Hamburg ..... \$355.00

Through Passage Tickets granted to En-  
gland, France, and Germany by all trans-  
atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

DESTINATION.	30 day Fares.	Contin- ental Trip Fares.
Kansas City, Mo., Omaha,	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minnea- polis, Minn.	292.50	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	298.00	295.00
Cincinnati, Ohio	304.25	304.00
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.25	304.00
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buf- falo, N.Y.	311.00	308.50
Washington, D.C., Balti- more, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	313.00
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican  
Dollars.

Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers by this Line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Return Tickets.—First Class.—Prepaid  
return tickets to San Francisco will be  
issued at the following rates:—  
4 months ..... \$337.50  
12 months ..... \$393.75

Time is reckoned from date of issue to  
date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-  
-embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and same will be received  
by the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 72, Queen's Road Central,  
J. S. VAN BUREN,  
Agent.

Hongkong, July 7, 1892. 1185

COLLEGE OF MEDICINE FOR  
CHINESE.

PRESIDENTS in the Colony would  
materially aid the SENATE of the  
COLLEGE by forwarding to the ALICE  
MEMORIAL FUND:

(1) Glass Jars (for museum purposes).  
(2) Illustrated Papers and Books for the  
Student's Reading Room and Library.  
Address to  
JOHN C. THOMSON,  
Hon. Sec. to the College.  
Hongkong, February 28, 1891.

## Mails.

### U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.  
City of Rio de Janeiro, TUESDAY, July 19.  
China, v. Honolulu, SATURDAY, Aug. 20.  
Peru, THURSDAY, Sept. 8.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be despatched  
for SAN FRANCISCO, via YOKO-  
HAMA, on TUESDAY, the 19th July, at  
1 p.m., taking Passengers and Freight to  
Japan, the United States, and Europe.

RATES OF PASSAGE.  
From Hongkong, First Class,  
To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Town-  
send, Seattle, Tacoma, Port-  
land, O. .... \$225.00

To Liverpool and London ..... \$325.00  
To Paris and Bremen ..... \$345.00  
To Havre and Hamburg ..... \$355.00

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atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

DESTINATION.	30 day Fares.	Contin- ental Trip Fares.
Kansas City, Mo., Omaha,	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minnea- polis, Minn.	292.50	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	298.00	295.00
Cincinnati, Ohio	304.25	304.00
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.25	304.00
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buf- falo, N.Y.	311.00	308.50
Washington, D.C., Balti- more, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	313.00
New York	319.75	315.00
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Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

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or Passage, apply to the Agency of the  
Company, No. 72, Queen's Road Central,  
J. S. VAN BUREN,  
Agent.

Hongkong, June 28, 1892. 1155

TO-day's Advertisements.

THEATRE ROYAL.

HARRY STANLEY'S COMIC OPERA  
AND BURLESQUE COMPANY.

Patronized by H. E. the GOVERNOR,  
SIR WILLIAM ROBINSON, K.C.M.G.

A GREAT BILL FOR  
TO-NIGHT (SATURDAY)  
"THE COLLEGE BAWN."

Mr. H. Stanley in his first impersonation  
of MYLES N. COFFMAN with Susan  
and Jim.

MONDAY, 11th July.  
Will be produced  
The Beautiful 3 Acts Comic Opera of  
LA MASQUETTE.

Introducing Miss MILDRED TROUSE & Miss  
TILLY LAKE in CHARADES DANCES.

TUESDAY, 12th July.  
By request and a numerous signed requisition  
"DOROTHY."

Will be performed with all the Beautiful  
Music.

WEDNESDAY.  
An ENTIRE CHANGE OF PROGRAMME.  
The whole of the Company will appear in  
their

GRAND VARIETIES,  
acknowledged by the Press to be one of the  
BEST ENTERTAINMENTS in the East.

MISS MILDRED TROUSE in her Celebrated  
HUNGARIAN DANCES.

THURSDAY.  
The ever Popular Comic Opera in 2 Acts  
H.M.S. "PINAFORE,"  
With SAILORS' HORNSPIPE.

FRIDAY.  
Grand FASHIONABLE NIGHT.  
The Change of 3 Acts Comic Opera  
GIRFLE GIGGOLA.  
A GREAT BILL FOR  
SATURDAY.  
The Splendid 3 Acts Comic Opera  
"PAUL JONES," with DANCES, etc.  
Box Plan at Messrs. KELLY & WATSON'S.  
The First-class Grand PIANO supplied  
by Messrs. MONTAGUE ROBINSON & Co.  
T. EMPSON, Manager.  
Hongkong, July 9, 1892. 1183

## To-day's Advertisements.

### NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.  
(SUBJECT TO ALTERATION.)  
Phia Nang, Saturday July 30.  
Victoria, Saturday August 20.  
A STEAMER, Saturday September 3.  
AND THEREAFTER THE PERMANENT SERVICE  
OF THE COMPANY'S REGULAR STEAMERS.

THE S. S. PHIA NANG, Captain  
WATSON, sailing at Noon, on  
SATURDAY, the 30th July, will proceed  
to VICTORIA, B.C. and TAOMMA, via  
SEANGHAI, NAGASAKI, INLAND  
SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United  
States Ports should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of The General Agent  
Northern Pacific Railroad, Tacoma, Wash.  
address marked in full by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, July 9, 1892. 1194

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.  
(SUBJECT TO ALTERATION.)  
Empress of Japan, Saturday July 30.  
Empress of China, Saturday August 20.  
Empress of India, Saturday Sept. 10.

THE R. M. S. EMPRESS OF JAPAN,  
Lieut. Geo. A. Lee, Commanding,  
sailing at Noon on SATURDAY, the 30th  
July, with Her Majesty's Mails, will pro-  
ceed to YANCOUVER, via SEANGHAI,  
KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.  
(In Mexican Dollars.)  
From Hongkong, First Class.

To San Francisco, Vancouver,  
Victoria, Esquimaux, New  
Westminster, Port Town-  
send, Seattle, Tacoma, Port-  
land, O. .... \$225.00

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Company, No. 72, Queen's Road Central,  
J. S. VAN BUREN,  
Agent.

Hongkong, July 9, 1892. 1192

DAKIN, CRICKSHANK & Co.  
(LIMITED)

DISPENSING CHEMISTS,  
WHOLESALE AND MANUFACTURING  
CHEMISTS AND DRUGGISTS,  
ERATED WATER MANUFACTURERS.

Wine and Spirit Merchants,  
etc., etc.

WE have the pleasure to announce that  
this COMPANY, formed and regis-  
tered in Hongkong, has TAKEN OVER the  
BUSINESSES hitherto carried on here and  
elsewhere by Messrs. DAKIN BROS. OF  
CHINA, Ltd., and Messrs. CRICK-  
SHANK & Co., Ltd., together with all  
ASSETS and LIABILITIES.

The Support hitherto given to the late  
Firms, will go on as usual.

QUEEN'S ROAD CENTRAL,  
HONGKONG.

Hongkong, July 1, 1892. 1191

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Loading.
Kobe and Yokohama.	Cardiganhire (s).	Dodwell, Carlill & Co.	July 11, at noon.
London, v. Suez Canal.	Yokohama (s).	Butterfield & Swire.	July 12, at noon.
London, v. Suez Canal.	Yokohama (s).	Jardine, Matheson & Co.	July 16, at noon.
London, v. Suez Canal.	Yokohama (s).	Dodwell, Carlill & Co.	July 12, at 4 p.m.
Manila, via Amoy.	Kowching (s).	Jardine, Matheson & Co.	July 13, at noon.
Manila, via Amoy.	Calcutta (s).	Messageries Maritimes.	About July 12.
New York, v. Suez Canal.	Flintshire (s).	Butterfield & Swire.	July 17.
Port Darwin, v. Japan.	Yokohama (s).	Pacific Mail S. S. Co.	July 19, at 1 p.m.
Port Darwin, v. Japan.	Yokohama (s).	O. & S. S. Co.	July 20, at 1 p.m.
Shanghai, via Amoy.	Yokohama (s).	Norddeutscher Lloyd.	July 12, at noon.
Shanghai, via Amoy.	Yokohama (s).	Butterfield & Swire.	July 12, at noon.
Shanghai, via Amoy.	Yokohama (s).	D. Sassoon, Sons & Co.	July 12, at noon.
Shanghai, via Amoy.	Yokohama (s).	P. & O. S. N. Co.	July 12, at noon.
Shanghai, via Amoy.	Yokohama (s).	Yamaguchi & Co.	July 30, at noon.
Shanghai, via Amoy.	Yokohama (s).	Nor. P. & S. R. Co.	July 30, at noon.
Shanghai, via Amoy.	Yokohama (s).	P. & O. S. N. Co.	July 9, at daylight.
Shanghai, via Amoy.	Yokohama (s).	Norddeutscher Lloyd.	About July 11.

## To-day's Advertisements.

SHIRE LINE OF STEAMERS.  
FOR KOBE AND YOKOHAMA.  
(Via Inland Sea.)  
The Steamship  
Cardiganhire, Captain PAINSON, will be  
dispatched at above on  
MONDAY, the 11th instant, at Noon, in-  
stead of as previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, July 9, 1892. 116

PERSEVERANCE LODGE OF  
HONGKONG.  
No. 1165 E.C.

A Regular MEETING of the above  
LODGE will be held in the  
PERSEVERANCE HALL, Zealand Street, on  
SATURDAY, the 16th inst., at 5 for 6.30  
p.m. precisely. VISITING BROTHERS are  
cordially invited.

Hongkong, July 9, 1892. 1195

SHIPPING

ARRIVALS  
July 9.—  
Nierstein, German steamer, from Whampoa.

Decima, German steamer, 965, C. Chris-  
tenson, M.J. July 3, Coal—STRESSERS &  
Co.

Canton, British steamer, 1,110, Thos.  
Sellar, Shanghai July 5, and Swallow 8,  
General.—JARDINE, MATHESON & Co.

Triumph, German steamer, 674, J. Bruhn,  
Hainan July 6, and Hainan 8, General.  
EDWARD SCHREIBER & Co.

Picola, German steamer, 875, E. Hass,  
Hainan July 4, Sugar.—BUTTERFIELD &  
SWIRE.

Yokohama, British steamer, 1,975, Gould,  
Kutchin July 4, Coal.—MRS. BUREN  
KASBIA.

Michael Jensen for Hongkong.  
As agent for Yokohama and other Japan  
Ports, for Shanghai, etc.

Shanghai, for Shanghai.  
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Shanghai, for Shanghai



erty capital out of foreign politics. The  
 job then relates at length Blaine's acts of  
 hostility toward England, as shown in the  
 Nilean affair, the Behring Sea question,  
 a Newfoundland matter, etc., and adds  
 that as it was President Harrison some

The Star publishes a most violent attack on Blaine because of his protection principles; and sums up its estimate of President Harrison's qualifications by declaring that is a 'quiet, unassuming old gentleman of great personal integrity, but without great ability.' It then predicts the nomination of Cleveland by the Democrats and

**NEW YORK, June 10.**—The Federation of Labor has today issued a statement regarding its attitude toward the proposed cabinet move to insult the British representative at Washington.

In attempting to RECOGNIZE THE IRISH FACTORS in the recent election, the Federation of Labor has been advised by the National Board of Education that the action between the two factions at the general election. A proposition not to recognize the Irish factors in the election was discussed by the Executive Board of the Federation of America, and forwarded to McCarthy for his consideration of his party. The outcome of the correspondence is shown in the following dispatch from Dillon:

Redmond's proposed terms impossible honestly meant. Constituencies would revolt. We have gone as far for peace as the country will stand. The country now must accept the situation.

THERE NEEDS BEING NO CHARTER WORK DONE BY THE NEW YORK ATHLETIC CLUB,

opening games of the New York Athletic Club took place Friday at Traver's Island, and resulted in the breaking of three world records. The 100-yard dash was won by a pound shot scratcher, George E. Gray of the New York Athletic Club broke his own world's record of 47 feet 7 inches by 41 inches.

The 200-yard dash was won by A. E. Schwaninger, of N. Y. C., with 5 feet 24 inches recorded, beating the world's record by 24 inches. - J. S. Mitchell threw a 56-pound weight 30 feet 6 inches, beating his own world's record of 34 feet 11 inches by 6 feet 7 inches.

Paris, June 9 The artistic event at the Opera Comique on Tuesday evening was the revival of *Les Troyens*, on opera by Berlioz, which failed 22 years nine years ago, there being at that time no musical education in France to meet with immediate and married success.

The revival is also interesting owing to the debut of Mlle. Dabat (known as Devilin) who played the part of "Didon." She is a young girl, seventeen years of age and is a native of the city of Paris. Her father, a kitchen maid named Ann at Mondon, one of the suburbs of Paris. One day a painter heard her singing, and discovering that she had a beautiful voice, he made her leave the kitchen and caused her to be trained by a public appearance, yesterday, and played a triumph. The voice was sweet, clear, clear and unusually full and high. Moreover, she is a good actress, being not only a singer but also a dancer, and the difficult role before which even great artists

**CHECKING THE CHINESE.**

Brisbane, Queensland, June 7.—A large proportion of the Chinese population of South Australia is migrating to other colonies and many are coming to the Queensland border with the view of settling there. The Government has directed the border police to be reinforced, and the Chinese-Industrious Prevention Act will be strictly carried out.

**Quotations.**

Hongkong, July 9, 1892.—

OPIUM—New Patna, cash, ... ..	682½
" Old " cash, ... ..	687
" New Benares, cash, ... ..	670
" Old " cash, ... ..	685
" Now Malwa credit, ... ..	680
Allouance, Cattle, ... ..	5/2
Old Malwa, credit, ... ..	5/3 7/0
Allouance, Cattle, ... ..	5/3
Gristle, Gily, cash, ... ..	... ..
Allouance, Cattle, ... ..	... ..
Texas, Paper tea, ... ..	400/410
Allouance, Cattle, ... ..	... ..

**Exchange.**

Hongkong, July 9.

On London—	
Bank, Wira, ... ..	2/10
" On demand, ... ..	2/10
" 30 days sight, ... ..	2/10
" 4 months sight, ... ..	2/10
Credit, 4 " ... ..	2/10

On Paris—	...	...	...
On demand—	...	...	3.50
Ordin, 4 months' sight,	...	...	3.60
On Berlin—Demand,	...	...	2.90
On Hong Kong—	...	...	...
On demand—	...	...	70
Ordin, 60 days' sight,	...	...	71 1/2
On Bombay—	...	...	...
Wire—	...	...	222 1/2
On Calcutta—	...	...	...
Wire—	...	...	222 1/2
On demand—	...	...	...
On Shanghai—	...	...	...
On demand—	...	...	72
30 days' sight, private paper,	...	...	72 1/2
(old Ind, 100 line (per ton))	...	...	\$35.00
Sovereigns (Bank's buying rate)	...	...	2.0.50

  

Temperature.	
(Taken at Messrs. Falconer & Co's Premises, Queen's Road.)	
Barometer—	9 A.M. ... 29.68
Do.	1 P.M. ... 29.68
Do.	4 P.M. ... 29.68
Thermometer—	9 A.M. ... 83
Do.	1 P.M. ... 83
Do.	4 P.M. ... 85
Do.	(Wet bulb) 9 A.M. 80
Do.	Do. 1 P.M. 81
Do.	Do. 4 P.M. 81
Do.	Maximum ... 85
Do.	Minimum ... 82
Do.	Minimum over night ... 82

  

HONGKONG RAIN.			
	Previous day (24 Hrs.)	On Rain-day	On Clear-day
Barometer	29.84	29.87	29.71
Temperature	85	84	86
Humidity	70	77	69
Direction of	sw		
Force of			
Wind ...	1	0	1
Weather ...	0	00	0
Rain ...			
Highest open air temperature on the day	85	82	82
Lowest open air temperature on the day	76	76	76

Hongkong, July 6, 1892.



Dr. Dobson writes at 10.35 a.m. to-day as follows:—Barometer falling. Gradients slight for S.W. winds. Weather cloudy, warm and rather dry.

To-day at the Magistrate's Court, Mr. Yau, owner of the steam launch *Wing Lee*, was charged with carrying passengers on board the launch without having a certificated master on board and with having caused the steam whistle to be blown when there was no necessity. After Mr. Hastings had heard the evidence of Sergeant Niven, it was stated on behalf of the defendant that the master of the *Wing Lee* had turned sick and the master of the *Wing Mo*, who had a certificate, took his place. The Magistrate imposed a fine of \$7 for the blowing of the whistle, and \$3 for not having the change of master entered at the Harbour office.

We understand that a circular is being sent round among school managers intimating that the Government have resolved to shut up every Government school at present maintained irrespective of results and attendance that has an average attendance of less than twenty-five scholars. The resolution will not apply to a few exceptionally situated and isolated schools, but it will cause the closing or transferring to the Grant-in-aid scheme of some twelve or fourteen village schools. The scheme also includes the handing over, at a nominal rent, of the schoolhouses of Shai-wai, where it seems the attendance is less than ten scholars, and of the Little Hongkong schoolhouses, where the attendance is less than fifteen scholars.

We regret to learn, from the Shanghai papers, that Lieutenant Arthur G. Caverton, H. M. Surveying ship *Proteus*, committed suicide on board the vessel at Shanghai on the 3rd inst., by shooting himself. It appears that about 7.30 a.m. the sound of a pistol shot was heard coming from the cabin of the ship, and on his shipmates entering they found that he had shot himself in the head while lying in his bunk. He appeared to have been in a depressed frame of mind for some time but no such notice seems to have been taken of the fact. Lieutenant Caverton was a smart and capable young officer and was much esteemed on board his ship. He had formerly served on board the *Ramirez* with Capt. Moore. At the Naval Court held to inquire into the sad affair the finding was that the deceased had shot himself while in a state of temporary insanity. He was buried with Naval honours. The funeral procession included a firing party of 100 men under the command of Lieut. Talbot of the *Caroline*, and about fifty officers of the men-of-war of various nationalities in the harbour. The service at the cemetery was conducted by the Rev. H. C. Hodges.

From various causes the performance of 'Les Cloches de Corneville' last night by the St. Paul Opera Company was not a success. The same haste in preparation and unfamiliarity with the dialogue were only too apparent, and the result was a halting, unsatisfactory representation. Another cause which contributed to the non-success of last night's performance was the inability of Miss F. Stanley and Mr. Phillips to take up their customary parts, both of these members of the Company being laid aside by indisposition. Miss de Lorne undertook the part of *Grizetich* alone an hour and a-half before the commencement of the performance, and sang her music so well that she was deservedly cheered more than once. Miss Giselle Denver, it is needless to say, was a sprightly *Serpentine*, and Miss Dollie Childs as *Germaine* did useful work. Had Mr. Liddiard been better acquainted with his lines as *Marquis de Corneville* he would have earned credit for one of his best efforts this season. He looked the part and sang with intelligence, but not knowing the dialogue his acting was stiff and lacking in 'go.' Most of the interest in *Planchette's* opera centres round three characters—the miser, the Bailie, and the Bailie's clerk. Of these *Gasperard* was the only one played with anything like merit. Mr. Driscoll may not, and does not, portray *Gasperard* merely for his golden beard as Shiel Barry did in the early days of the opera, and he never gave that emotional thrill which a first-class rendering of the part invariably sends through the audience, but he knew his part and displayed some knowledge also of the author's conception of the character. When Mr. Durish has had time to study the Bailie, he ought to get some fun out of the character, but he must remember that there is a considerable difference between a low-comedy character and the 'corner man' of a bigger minstrel troupe. The 'business' which passes as the stock-in-trade of the nigger will not do duty for the Bailie. The Bailie is nothing without his clerk, and the clerk nothing without the Bailie, and it was the want of playing to each other's hands which made *Gasperard* and the Bailie's pleasantry fall flat last night. The maypole dance was a success and the dancing at the opening of the third act as good as ever. As has been already said, the performance was not a success, but it is as well to remember the difficulties under which the Company laboured. A nightly change of programme is too much for them. It is not now attempted at home, and under the peculiarly trying circumstances existing in the East, it is too much to expect the Company to do justice to themselves or to the opera and burlesque they attempt to perform.

A VERY unusual phenomenon, says the *N.C. Daily News*, was witnessed from the Gardens at Shanghai in the afternoon of the 2nd inst. when, within an hour, no fewer than six bright 'sun dogs' were seen.

At the Magistrate's Court, Sergeant Phelps charged Mr. G. B. Lafavour, master of the river steamer *Honan*, with taking dangerous goods on board his steamer in contravention of the Dangerous Goods Ordinance. Mr. Hastings remanded the case.

**ANOTHER CHINESE STRIKE AT MACAO.**  
The strike of the whole of the Chinese inhabitants of Macao over the *Sagashu Farm* will still be fresh in the minds of our readers, and from information received from the neighbouring Colony this afternoon it would appear that another demonstration, although on a smaller scale, is likely to take place on the part of the Chinese against the governing authorities. Singularly enough, the difference of opinion has arisen over the abolition of a 'Farm.' Some time ago it was decided to substitute the licensing system for the *Lin-pun* Farm, and intimation was given on the 22nd ult. that all those who wished to carry on business in the manufacture or sale of wine either for local consumption or importation would have to end in a declaration to the Excise Office, giving all the necessary particulars as to the nature of the respective businesses and the localities in which they were carried on. The notification came as a surprise to the Chinese. They were under the impression that the whole question had been settled and that they were freed from any tax. Having discussed the matter privately they formed themselves into two divisions—one composed of those who were ready to conform to the new arrangement and provide themselves with the license; the other of those who disapproved of the proposal of the authorities and were determined to resist the imposition. The demonstrations had to be lodged by the 5th inst., but only some hundred merchants have made the formal application. These merchants put in an appearance at the Excise Office to learn what amount they had to pay. They could not obtain any satisfactory reply. As yet the Committee entrusted with the Government proposals it would appear that they intend to divide the license into three classes, levying a graduated tax of \$30, \$24, and \$18 per annum. The Chinese maintain that this tax is too heavy, and ask for a reduction. A final decision was deferred till the Chinese would make a faithful declaration of the value of their respective shops and the quantities of wine they sold, bought, imported or manufactured. These returns were made on Wednesday, and as no indication was made on that day as to the adjustment of the amount of the tax, it was determined to hold a private meeting to discuss the whole subject. A meeting of rice and wine merchants was accordingly held in the Wung-sing-club on Thursday evening at 8 o'clock. The necessary permission not having been obtained from the authorities, the police broke up the meeting and arrested between six and seven persons who were present, the prisoners being either confined in Monte Fort or sent on board the gunboats. Amongst the Chinese population there is naturally much excitement over the matter, and as the strike has not yet been lifted, it is not likely to be made as in the case of the *Sagashu Farm* difficulty, this is an eventuality that cannot be overlooked by the Government. Their partial success with regard to the *Sagashu Farm* has obviously taught the Chinese the lesson that they may contend, not unsuccessfully, with the Portuguese Government on the settlement of questions affecting local trade, and in the flush of their new-found knowledge they may show that they will resist to the utmost fresh impositions and burdens likely to harass their business. It is considered probable that the hundred merchants who made the requisite declaration and now consider the matter of the license excessive will join the malcontents.

**THE LOSS OF THE HAIPHONG.**  
The *Japan Gazette* of the 30th ult. gives the following account of the wreck of the *Haiphong*:—Early this morning the *Yokohama* arrived in port having on board the captain, officers and men of the wrecked steamer *Haiphong*, as well as Lloyd's Surveyor (Captain Efford), and others who had proceeded to the scene of the wreck. They report the vessel a hopeless wreck almost entirely under water, and that the crew were all saved. The bottom of the ship has been pierced through and through by the rocks and the vessel is full of water. From the first Officer (Mr. L. R. James), who has kindly supplied us with particulars, we learn that the vessel struck on the rocks off Cape Idzu under the Hiro-saki light, at 3.45 a.m. on Tuesday morning, the 25th June, during a dense fog. The steaming of the vessel was the first indication that she was in danger. The order was immediately given to clear the boats, an order which was promptly obeyed; the men exhibiting not the slightest confusion in their trying position. The water rapidly poured into the vessel, and the officers and men then entered the boats and stood by the vessel for about two hours until she had listed over and filled with water. The boats then proceeded to the nearest harbour and reached the state of affairs to the authorities. The men were housed in Japanese dwellings, supplied with necessities and treated with every consideration and courtesy. On the afternoon of the 28th June a Japanese man-of-war, the *Chikuda*, we believe, proceeded to the scene and kindly volunteered assistance, but the vessel was beyond any help, and in the evening all the officers, &c., started for Yokohama in the *Yokohama*. The *Haiphong* had a full cargo of sugar, molasses, and cotton seed.

[Capt. Hunter and the officers and crew of the *Haiphong* arrived here last night by the American mail steamer *City of Rio*. The inquiry into the circumstances surrounding the wreck will, we understand, take place next week.]

**FRAGRANT WATERS' MURMUR.**  
That in these hot nights, when sleep has often to be wooed like a maiden shy and coy, it is dangerous for skippers to blow their steam-whistles more than fifteen minutes at a time.

That I fancy Captain Craig was rather sorry he indulged in that typhoon of sound at four o'clock the other morning, awakening not seven but seven hundred sleepers.

That it is all very well for the pawky skipper to say that his whistle was dry and jammed, and, like the traditional automaton hurdy-gurdy in church that struck up Yankee Doodle, would not stop.

That, as Magistrate Hastings wisely remarked, the whistle must have been fairly started off and opened out before it could be jammed.

That \$1 per minute was a fair fine for such incontinent and inconsiderate 'blowing,' and the detention of the *Memur* from her pursuit of her rival (the *Tai-yuan*) was perhaps more unwelcome than the \$15 fine.

That the residents at the Peak levels—the Highlands of the Island—must have been pleased at the public spirit shown by Mr. St. John Hancock in prosecuting the chair-coolies who threatened him.

That the unanimous opinion of the Highlands is that the coolies on these levels are overbearing, rude and intractable.

That the absence of a regular police patrol seems to give these harpies an amount of self-confidence that should be checked.

That extortions over and above the fare-and-half occur every day, and the police, naturally enough, can seldom be on the spot when required.

That if a stricter surveillance be not exercised over these wild men of the mountains, I should not wonder if a serious breach of the peace did not follow.

That if the protection of the law is not handy and available, the Anglo-Saxon has a certain aptitude of carving out a remedy with his own hand.

That the fog-signal at the Gap Rock Lighthouse is now in progress of erection, and will be in full swing ere the next fog-mantle falls.

That its sound is said to be better than a horn and more distinctive than a gun, and far less likely to be misunderstood than a siren.

That 'note your remarks about the Hongkong Observatory, and how not to do the work required.'

That all the criticism of such an institution is like beating the air, as the ultra-cronicalist had is what the Home folks are getting us to pay for, under the pretext that we are receiving in return forecasts of weather and storm-warnings—the very things we do not get.

That perhaps Governor Robinson is 'chewing the cud' over this question, as he seems to be doing, very sensibly I think, over many others.

That the faint little wafts of excitement over the G-oral Election at Home are reaching these shores.

That as yet there are not many returns to justify any prophecies, although the wish is future that the thought with the majority of British residents here—that Gladstone need not succeed.

That the strong sense of the National party ought to save the nation from attempting to carry through the hazardous programme unfolded in Gladstone's latest manifesto.

That if Sir Edward O'Malley, formerly Attorney General here, and recently Chief Justice at Singapore, be of the same mind as he was when in Hongkong, he will be in the line of the fight—whether as a McCarthyite or an anti-McCarthyite no one seems to know.

That if I were an Ulster-man, I would do as the Ulster-man has done—i.e., to stand to the present allegiance, and refuse any other.

That how these matters on exchange are not altogether without interest to commerce.

That some further chit-chat on this subject will be forthcoming next time, as you probably have enough for the present.

**THE DIFFERENTIAL TREATMENT OF NATIVE JUNKS.**  
CORRESPONDENCE BETWEEN THE CHAMBER OF COMMERCE AND THE FOREIGN OFFICE.

The Secretary of the Hongkong General Chamber of Commerce has sent us the following correspondence for publication:—  
HONGKONG GENERAL CHAMBER OF COMMERCE.

My Lord, The Committee of this Chamber has the honour to acknowledge the receipt of the three letters dated 13th and 25th January and 6th February, which by reference to the action of the Hoppo of Canton in levying lower duties on cargo carried by Chinese junks than on similar cargo shipped by vessels of other nationalities.

The Committee desires to convey to your Lordship its best thanks for the prompt consideration which this matter has received at Your Lordship's hands, and for the information contained in your despatch of 6th February as to the steps which were being taken by Her Majesty's Minister at Peking to secure a favourable decision on the part of the Tsung-ti Yamen.

In accordance with Your Lordship's request, the last letter dated 6th February will be treated as confidential.

It is observed (Sir John Walsingham points out) that there are in China two distinct Customs services: the Maritime Customs, maintaining entirely of foreigners; and the direction of Sir Robert Hart, which deals with the inland trade, and the revenue and their cargoes under the provisions of the Treaties existing between China and Foreign Countries; and the Tariffs attached to such Treaties; the other, which is purely administered by the natives, and is exclusively with Chinese vessels and cargoes, under a native tariff drawn up independently of the Treaties, and that he further expresses doubt whether the differential treatment of native junks by the Hoppo of Canton can be held to be a violation of Article 3 of the Commercial Treaty between China and the United States, of 1859, inasmuch as neither that Treaty, nor any other, takes

cognizance of any other Tariff than the Treaty Tariff.

In reply, my Committee submits that though the United States have never themselves claimed the duty exemption of the third article of the Treaty of 1859, the fact does not in any way invalidate its operative force, when applied to either by that country, or any other under the favoured nation clause.

The Committee, in its judgment, where contact between the Native and Foreign, is one of the direction of the Imperial Maritime Customs, which is regulated by Treaty. Otherwise it seems to my Committee that all advantages of Treaty Tariff can be nullified by the simple action of the Chinese Tariff by levying duties on their produce under a favourable Tariff, and does not the fact that such a favoured Tariff exists, to benefit Native traders only, to the detriment of Foreign, suggest a breach of the favoured nation clause? The latter provides that all Treaty rights shall be equal to all, even, it may be inferred, against China's own subjects, when the dual customs control comes into question.

A meeting of the Chamber was held in the latter case, purely Chinese trade, the Chamber recognises that China is a law unto itself and can impose any duties it pleases.

My Committee is very glad to learn that the leading topic during the week. The committee of the newspapers here show that it is felt that there is little reason for congratulation over the result of the meeting, which had too much of an appearance of being a mere formality.

I have the honour to be, my Lord, Your Lordship's obedient, humble servant.  
(Signed) E. MACINTOSH, Chairman.

To the Marquis of Salisbury, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs, &c., &c., Foreign Office, London.

Foreign Office, May 29th, 1892.  
Sir, I am directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 6th ultimo, respecting the differential duties levied by the Hoppo of Canton.

I am to request that you will inform your Chamber that Her Majesty's Minister at Peking has been instructed to bring before the Ministers of the Tsung-ti Yamen at an interview with them on the 18th of March last. He represented that this inequality of taxation was opposed to the spirit of the Treaty between Foreign Powers and China, and claimed that the native Tariff could not, as regarded produce carried east-west between treaty ports, or between a treaty port and a foreign country, be so manipulated as to place native vessels on a more favourable footing than foreign vessels.

The Chinese Ministers admitted that the action of the Hoppo had been irregular, and stated that they had already written to the Government of Canton on the subject. Only a few days previous to the receipt of your letter, the Viceroy, stating on the authority of the Hoppo, that the reduction in the native Tariff no longer existed.

The Viceroy had added that if any irregularities were practised, they must be due to unauthorized action on the part of the Hoppo's subordinates.

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## TELEGRAMS BY THE AMERICAN MAIL.

**WAR AND PEACE.**  
Berlin, June 11.—The meeting between the Emperor and Empress William was the leading topic during the week. The committee of the newspapers here show that it is felt that there is little reason for congratulation over the result of the meeting, which had too much of an appearance of being a mere formality.

An extraordinary story was recently in circulation to the effect that the Emperor, while passing through Friedrichshagen, stopped the train and sent a messenger to Banau, requesting him to come to the train. Prince Banau decided to go, but was dissuaded by his wife and Count Herbert. Finally a message was sent to the Emperor with the information that Banau was unable to comply with his request.

**PROSPERITY OF FRANCE.**  
Paris, June 11.—Finance, merchants, and indeed everyone else might well feel inclined to 'light up their houses and decorate the boulevards' today in view of the great victory which has been gained for French credit. Three per cent renter rose yesterday to 100 for the first time since the kind of renter was established in 1877. This rise may be considered as clear proof that French credit is more stable than exists.

I have already said several times that the policies of Europe at present far more than usual a game of conflicting interests, and we must not be astonished if the French for a moment are well pleased with the financial and political situation and see the future in a rose coloured light. For my removal of the above is not intended to part consideration that this political optimism is exaggerated, for the reasons that all our burning political problems have by no means been solved. I also maintain that this rise in French funds is somewhat exaggerated, and that a reaction is bound to come at the beginning of 1893.

**RECALL OF A BROTHER CHIEF IN LONDON.**  
London, June 13.—An unusual ceremony took place at West Bromwich this morning. It was the burying of Long Wolf, an Ogishka chief, who died yesterday of wounds received in various campaigns during his career as a Sioux warrior. His body bore twenty-five bullet wounds, all of which had become more or less painful with increasing age.

When the hostilities came in during the recent Indian outbreak in South Dakota, Long Wolf was the first Indian to give up his gun to General Miles. He did this in order to set a peaceable example to the hostile members of the band. Long Wolf was the fifth Indian grave at West Bromwich.

**THE FIGHTING IN UGANDA.**  
Brisbane, June 13.—Further letters received here from the White Fathers' mission in Uganda, East Africa, state that the force of the Catholics charged upon the Lugandas, moving them down with a deadly rain of shot from Mitralleuses with which they were supplied. The letters also say that, after the Catholic service had been three times repelled, a desperate attack was made on their ranks, the survivors at length being driven toward Victoria Nyang.

So hard pressed were the routed forces of the Catholics that they were actually forced into the great lake, and from 500 to 800 of the poor people were drowned miserably like a herd of swine. The letters say that Major Keimie saved the lives of Bishop Lirth and King Mwangi, who led the Catholics by a bold arrival at the scene of average and his display of the German flag.

## Quotations.

HONGKONG, July 9, 1892.  
OPUM.—New Putnam cash, 582 1/2; Old Putnam cash, 582 1/2; New Putnam cash, 582 1/2; Old Putnam cash, 582 1/2.

On London.—Bank, Wire, ... 2/10 1/2; On demand, ... 2/10 1/2; 30 days sight, ... 2/10 1/2; 60 days sight, ... 2/10 1/2; 90 days sight, ... 2/10 1/2; Documentary, 4 months sight, ... 2/11.

On Paris.—On demand, ... 3.59; Credits, 4 months sight, ... 3.67; On Berlin—Demand, ... 2.99; On New York.—On demand, ... 70; Credits, 60 days sight, ... 71 1/2.

On Bombay.—Wire, ... 222 1/2; On demand, ... 223; On Calcutta.—Wire, ... 222 1/2; On demand, ... 223; On Shanghai.—On demand, ... 12; 30 days sight, private paper, ... 12 1/2; Gold Loan, 100 (per cent), ... 135.00; Sovereigns (Bank's buying rate), ... 8.65.

**Temperature.**  
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)  
BAROMETER—9 A.M. ... 29.88; Do. ... 29.86; Do. ... 29.84; Do. ... 29.82; Do. ... 29.80; Do. ... 29.78; Do. ... 29.76; Do. ... 29.74; Do. ... 29.72; Do. ... 29.70; Do. ... 29.68; Do. ... 29.66; Do. ... 29.64; Do. ... 29.62; Do. ... 29.60; Do. ... 29.58; Do. ... 29.56; Do. ... 29.54; Do. ... 29.52; Do. ... 29.50; Do. ... 29.48; Do. ... 29.46; Do. ... 29.44; Do. ... 29.42; Do. ... 29.40; Do. ... 29.38; Do. ... 29.36; Do. ... 29.34; Do. ... 29.32; Do. ... 29.30; Do. ... 29.28; Do. ... 29.26; Do. ... 29.24; Do. ... 29.22; Do. ... 29.20; Do. ... 29.18; Do. ... 29.16; Do. ... 29.14; Do. ... 29.12; Do. ... 29.10; Do. ... 29.08; Do. ... 29.06; Do. ... 29.04; Do. ... 29.02; Do. ... 29.00; Do. ... 28.98; Do. ... 28.96; Do. ... 28.94; Do. ... 28.92; Do. ... 28.90; Do. ... 28.88; Do. ... 28.86; Do. ... 28.84; Do. ... 28.82; Do. ... 28.80; Do. ... 28.78; Do. ... 28.76; Do. ... 28.74; Do. ... 28.72; Do. ... 28.70; Do. ... 28.68; Do. ... 28.66; Do. ... 28.64; Do. ... 28.62; Do. ... 28.60; Do. ... 28.58; 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5. Addresses must be complete to say, on such covers as are directed to hands of business, residence or place of business added. Incompletely addressed letters will be returned to the sender for a new address.  
 6. It must be understood that mentioned classes of correspondence are not to be placed in any other arrangement; letters at private houses, deliveries can only be made subject to the order of the General work of the Post Office.

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### Fees for Public Use

*Chairs.*

IN VICTORIA WITH TWO PASSENGERS

Half hour	0. 10	Three
One hour	0. 20	Six hours
Day (6 a.m. to 6 p.m.)		
If the trip is extended beyond half fare extra.		

WELLINGTON, WITH TWO PASSENGERS

Half hour	1. 00	Six hours
Day (6 a.m. to 6 p.m.)		

*Travellers.*

(With single driver)

Quarter hour	0. 05	Every
Half hour	0. 10	quantum

NOTE.—Victoria extends to Davis to Causeway Bay and to Robinson Road. If the

	Not of Shares.	Value.	Paid-up.	1892.
.....	30,000 \$	125	all	88 % prem.
.....	39,875 \$	2	5	1.15 & 3, sellers
.....	41,200 \$	10	1	1.22 1/2
.....	40,000 \$	20	5	5.10 30 % dis., sellers
.....	34,000 \$	250	50	393, sales and
.....	31,000 \$	83.33	20	359, buyers
.....	30,000 \$	2	0	The 233, sellers
.....	30,000 \$	20	5	115, buyers
.....	30,000 \$	25	5	185, sales and
.....	26,000 \$	10	all	3102 buyers
.....	20,000 \$	100	20	834, buyers
.....	20,000 \$	25	0	2772, sellers
.....	20,000 \$	10	20	415, sales and
.....	20,000 \$	10	0	2072, buyers
.....	12,500 \$	12	all	66 % prem.
.....	5,000 \$	5	all	827, sellers
.....	5,000 \$	5	all	827, buyers
.....	3,000 \$	20	all	325, sales
.....	30,000 \$	10	all	26 % dis., sel
.....	2,000 \$	10	0	330, sellers
.....	20,000 \$	10	10	23, sellers
.....	20,000 \$	10	5	25, sellers
.....	20,000 \$	10	2	1.41

...	15, 000	100	n	\$120
...	7, 000	100	n	\$30
O. Co.	20, 000	50	n	\$60
Co.	2, 600	100	87 1/2	\$42 1/2, sales
and	50, 000	100	n	\$58
...	6, 000	50	87 1/2	\$7 1/2, sellers
Co.	1, 900	10	all	\$18 1/2
Co.	12, 500	50	87 1/2	\$20, sellers
...	1, 200	100	all	\$40, sellers
Ld.	4, 500	60	air	35 1/2, sales
...	60, 000	100	n	50 cts., sales
...	115, 000	50	2	10 cts., sales
...	25, 000	50	2	31, sellers
...	8, 000	500	F. 1/2	\$17 1/2, sales
Ld.	15, 000	100	all	23 cts., boys
...	175, 000	17 1/2	2	\$1 50, sales
...	100, 000	1	17 1/2	1 1/2 cts., seller
...	8, 000	500	F. 37	75 cts. dis.;
Liq.	7, 500	1	50	\$7, sellers
...	6, 000	100	all	\$2 1/2, sellers
...	4, 000	1	50	\$6

50.00	\$	5	a	\$25, sellers
1.00	\$	a	a	\$15, buyers
5.10	\$	1	a	\$12, buyers
1.00	\$	1	a	\$10, sellers
30.00	\$	1	a	\$3, sellers
30.00	\$	5	a	\$5, buyers
1.00	\$	2	a	\$17.00, sellers
20.00	\$	20	\$	6.85, nom.
1.00	\$	10	a	\$4, sellers
5.00	\$	5	a	\$9, buyers
5.00	\$	5	a	\$8, sellers
3.00	\$	1	a	\$4, buyers
5.00	\$	2	a	\$8, buyers
5.00	\$	50	a	\$5, buyers

  

	Value.	Interest.	Quote.
700.15	\$500	5 p. ann. ts.	\$508.8, buyers
67.30	\$125.250	7 " "	\$124.275, buyers
1000.0	\$50	6 " precn.	\$50.0

Office, No. 5, Merchants Street, London.

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**AND INJECTION.**  
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...ULT & CO., Paris. Sold by all Chem...

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